

LETTING ITEM NO. 07A
APRIL 26, 2019 LETTING

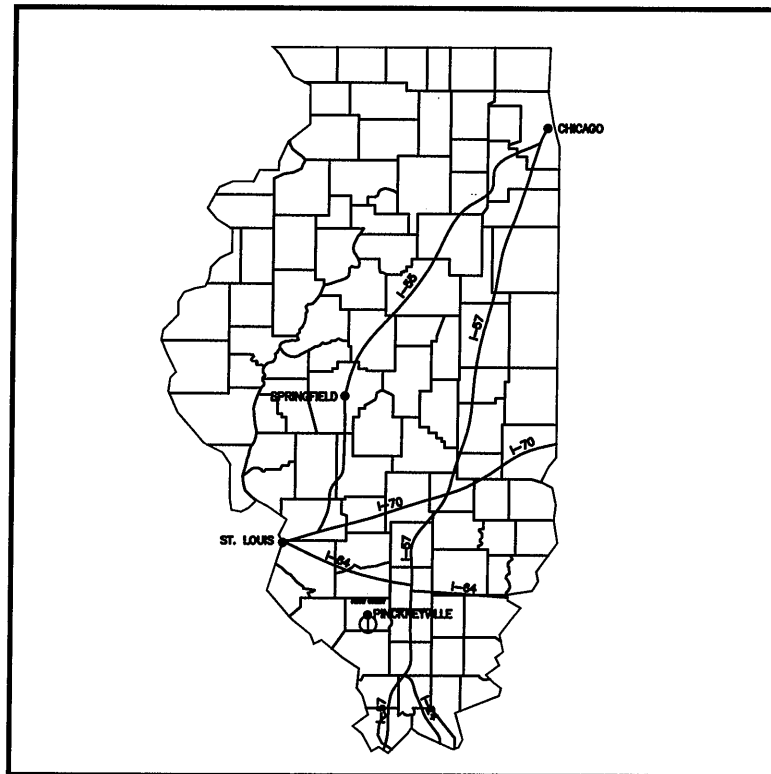
PL016
TOTAL SHEETS: 11

CONSTRUCTION PLANS

FOR

PINCKNEYVILLE-DU QUOIN AIRPORT

REPLACE PAPI, WIND CONE, ROTATING BEACON AND TOWER, AND CONSTRUCT REILS

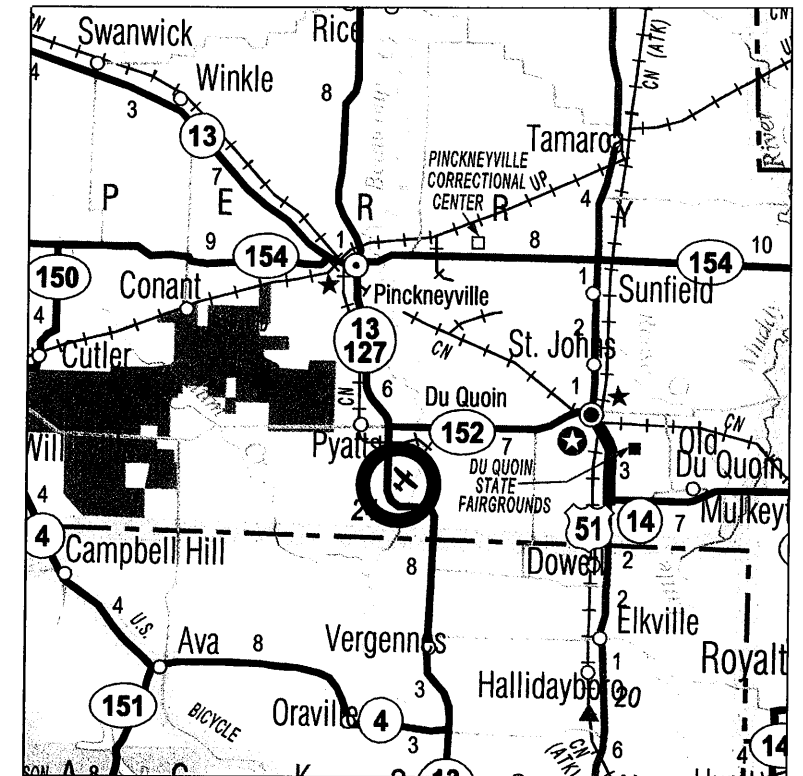
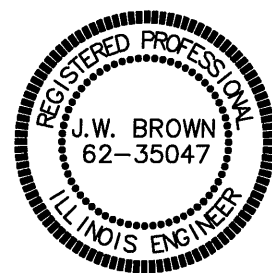


LOCATION MAP

ILLINOIS PROJECT NUMBER: PJY-4704
SBG PROJECT NUMBER: 3-17-SBGP-133/139/144

PINCKNEYVILLE, ILLINOIS

DATE: MARCH 1, 2019



VICINITY MAP

PLANS PREPARED BY:



BROWN AND ROBERTS, INC.
1 WESTRIDGE ROAD
HARRISBURG, IL. 62946
(618) 252-8111

BROWN AND ROBERTS, INC.
CONSULTING ENGINEER
PRESIDENT

SUBMITTED BY: *Jim W. Brown*
JIM W. BROWN, PRESIDENT
DATE SUBMITTED: 3/1/19
LICENSE NUMBER: 062-035047
LICENSE EXPIRATION DATE: NOVEMBER 30, 2019

DON FULLER
ELECTRICAL ENGINEER

SUBMITTED BY: *Donald L. Fuller*
DON FULLER
DATE SUBMITTED: 3/1/19
LICENSE NUMBER: 062-041196
LICENSE EXPIRATION DATE: NOVEMBER 30, 2019

PINCKNEYVILLE-DU QUOIN AIRPORT

ACTING CHAIRMAN
APPROVED BY: *John Hartsock* 3/1/19
JOHN HARTSOCK DATE
SECRETARY
ATTESTED BY: *Stephen Moss* 3/1/19
STEPHEN MOSS DATE

GENERAL NOTES

1. THE CONTRACTOR SHALL FURNISH ALL LABOR, MATERIAL, EQUIPMENT, AND TRANSPORTATION NECESSARY TO CONSTRUCT ALL ELEMENTS OF THE PROJECT AS DESCRIBED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS.
2. THE RULES, REGULATIONS, AND SPECIFICATIONS ENUMERATED HEREIN SHALL BE CONSIDERED AS MINIMUM REQUIREMENTS. THEY SHALL NOT PROHIBIT THE CONTRACTOR FROM FURNISHING AND INSTALLING HIGHER GRADES OF MATERIAL THAN ARE SPECIFIED HEREIN.
3. THE CONSTRUCTION ENTRANCE AS SHOWN ON THE SAFETY PLAN IS ONLY TO BE USED FOR THIS PROJECT. ACCESS TO THE PROJECT FOR ALL HAULING OF MATERIALS AND EQUIPMENT SHALL BE RESTRICTED TO THE DESIGNATED CONSTRUCTION ENTRANCE AND HAUL ROUTE. ACCESS TO THE WORK AREAS FROM THE STAGING AREA SHALL BE COORDINATED WITH THE RESIDENT ENGINEER AND AIRPORT MANAGEMENT.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROTECT, PRESERVE, AND REPAIR THE EXISTING AIRFIELD AND ROADWAY PAVEMENTS AT ALL TIMES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO EXISTING ELECTRICAL, DRAINAGE, AND PAVEMENT STRUCTURES AT NO ADDITIONAL COST TO THE CONTRACT.
5. NO EQUIPMENT SHALL BE PERMITTED TO CROSS OR USE ANY EXISTING PAVEMENT OUTSIDE THE CONSTRUCTION LIMITS, GENERAL PROJECT AREA OR ACCESS ROUTE.
6. CONTRACTOR IS REQUIRED TO PROVIDE THEIR OWN RESTROOM FACILITIES.
7. UNLESS OTHERWISE NOTED, ALL DISTURBED AREAS OUTSIDE OF THE PROPOSED CONSTRUCTION LIMITS SHALL BE GRADED, SEEDED AND/OR HYDROMULCH SEEDED AT NO ADDITIONAL COST TO THE CONTRACT.
8. ALL WASTE MATERIAL SHALL BE HAULED FROM THE AIRPORT AND PROPERLY DISPOSED OF UNLESS OTHERWISE SPECIFIED HEREIN. ANY EXCESS SOIL SHALL BE DISPOSED OF AT A LOCATION ON AIRPORT PROPERTY DESIGNATED BY THE AIRPORT MANAGER.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING PERMITS FOR HAULING ON PUBLIC ROADS, AS APPLICABLE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGES TO ANY PAVEMENTS (PUBLIC OR PRIVATE) CAUSED BY HIS/HER CONSTRUCTION EQUIPMENT OR PERSONNEL.
10. THE OWNER SHALL HAVE THE RIGHT OF FIRST REFUSAL FOR ALL SALVAGEABLE MATERIAL REMOVED ON THE PROJECT.
11. CONTRACTOR SHALL NOTE THAT ALL AREAS WITHIN THE AIRPORT PROPERTY LINE AND OUTSIDE THE CONSTRUCTION LIMITS MAY BE USED FOR AGRICULTURAL PURPOSES. THE CONSTRUCTION LIMITS SHALL BE RESTRICTED TO AREAS THAT ARE ABSOLUTELY NECESSARY TO DISTURB TO COMPLETE THE REQUIRED WORK ITEMS. LIMITS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER PRIOR TO BEGINNING ANY WORK. ALL AREAS WHICH HAVE BEEN FARMED AND/OR DESIGNATED TO BE FARMED AFTER THE PROJECT COMPLETION, AND HAVE BEEN DISTURBED BY CONSTRUCTION ACTIVITY, SHALL BE CHISEL PLOWED (36" MAX) OR OTHERWISE SCARIFIED TO RETURN THE AREA TO A REASONABLE TILLABLE CONDITION (IF SO PERMITTED BY THE AIRPORT MANAGER.)
12. CONTRACTOR SHALL RESTORE TO ORIGINAL CONDITION ALL GRASS, STONE, OR PAVEMENT DISTURBED BY CONTRACTOR'S CONSTRUCTION OPERATIONS, STAGING, AND CONSTRUCTION ACCESS ROUTES. DISTURBED AREAS TO BE REPAIRED, GRADED, AND MULCHED & SEEDED UNLESS OTHERWISE NOTED. STAGING AREA AND SITE ACCESS RESTORATION WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
13. THE PROJECT PAY ITEMS ARE INTENDED TO BE INCLUSIVE OF ALL WORK TO BE PERFORMED AS SHOWN IN THESE PLANS. ALL INCIDENTAL WORK REQUIRED TO COMPLETE THE PROJECT TO THE SATISFACTION OF THE RESIDENT ENGINEER IS TO BE INCLUDED IN THE COSTS OF PERFORMING THESE ITEMS.
14. APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES ARE SHOWN THROUGHOUT THESE PLANS. THE CONTRACTOR SHALL DETERMINE EXACT LOCATIONS AND PROTECT THESE UTILITIES DURING CONSTRUCTION. ANY UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL COORDINATE WITH THE PROPER PERSONS FOR THE PURPOSE OF LOCATING AND PROTECTING EXISTING UNDERGROUND UTILITIES.
15. THE CONTRACTOR MUST AT ALL TIMES MAINTAIN PROPER DRAINAGE FOR ALL AREAS AFFECTED BY HIS WORK, TO INCLUDE PIPE CULVERT(S) FOR HAUL/ACCESS ROUTE IF NECESSARY.
16. ANY FENCING OR FENCE POST REMOVAL ON ACCESS ROUTE NECESSARY FOR EQUIPMENT TO ACCESS THE PROJECT AREA SHALL BE REMOVED AND REPLACED AT THE EXPENSE OF THE CONTRACTOR.

INDEX OF SHEETS	
SHEET NUMBER	DESCRIPTION
1	COVER SHEET
2	SUMMARY OF QUANTITIES, INDEX OF SHEETS AND GENERAL NOTES
3	CONSTRUCTION SAFETY & PHASING PLAN
4	RUNWAY 18-36 PLAN VIEW
5	TAXIWAY AND APRON PLAN VIEW, DETAILS & NOTES
6	BEACON TOWER & BEACON DETAILS
7	WINDCONE DETAILS
8	PAPI DETAILS 1
9	PAPI DETAILS 2
10	REIL DETAILS
11	ELECTRICAL DETAILS AND NOTES

SUMMARY OF QUANTITIES			
ITEM NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
AR101515	HIGH INTENSITY AIRPORT BEACON	EACH	1
AR103410	BEACON TOWER	EACH	1
AR103900	REMOVE BEACON TOWER	EACH	1
AR150520	MOBILIZATION	L.S.	1
AR107712	L-807 WIND CONE - 12' LIGHTED	EACH	1
AR107900	REMOVE WIND CONE	EACH	1
AR108656	3/C #6 600 V UG CABLE IN UD	L.F.	4500
AR108658	3/C #8 600 V UG CABLE IN UD	L.F.	400
AR109410	VAULT WIRING	L.S.	1
AR110012	2" DIRECTIONAL BORE	L.F.	235
AR110610	ELECTRICAL HANDHOLE	EACH	3
AR125565	SPLICE CAN	EACH	6
AR125610	REILS	PAIR	2
AR125620	ABBREVIATED PAPI (L-881 SYSTEM)	EACH	2
AR125908	REMOVE PAPI	EACH	2
AR901510	SEEDING	ACRE	3
AR908510	MULCHING	ACRE	3

SCOPE OF WORK

THE PROJECT SCOPE CONSISTS OF THE REMOVAL OF THE EXISTING WIND CONE, TWO 4-BOX PAPI SYSTEMS, ONE BEACON AND TOWER, AND CONSTRUCTION OF TWO 2-BOX PAPI SYSTEMS, A NEW WIND CONE, ROTATING BEACON AND TOWER, TWO REIL SYSTEMS ALONG WITH OTHER NECESSARY AND RELATED WORK.

PROPOSED SAFETY PLAN

GENERAL - THE PINCKNEYVILLE-DU QUOIN AIRPORT CURRENTLY HAS A PAVED NORTH-SOUTH RUNWAY (4000-FT BY 60-FT).

THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) CONFIRMING COMPLIANCE WITH THE CONSTRUCTION SAFETY & PHASING PLAN (CSPP) PRIOR TO THE ISSUANCE OF THE NOTICE TO PROCEED AS SPECIFIED IN FAA AC 150/5370-2G.

CLOSURE OF RUNWAY 18-36

WHEN CONSTRUCTION OPERATIONS MAKE IT NECESSARY FOR THE CONTRACTOR TO BE WORKING CLOSER THAN 125 FEET OF THE CENTERLINE OF RUNWAY 18-36, THE RUNWAY SHALL BE CLOSED PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. THE RUNWAY SHALL REMAIN CLOSED IF THERE ARE ANY OPEN TRENCHES OR PITS EXCEEDING 3" DEPTH WITHIN 200' TO THE CENTERLINE OF RUNWAY 18-36 CAUSED BY EXCAVATING OR CONSTRUCTION ACTIVITIES. THE RUNWAY SHALL NOT BE REOPENED UNTIL THE TRENCHES OR PITS HAVE BEEN RESTORED TO ORIGINAL GRADES. PROJECT CONSTRUCTION SHALL BE STAGED TO MINIMIZE THE FREQUENCY OF CLOSURES OF RUNWAY 18-36.

TAXIWAY / TAXILANE CLOSURES

NO CONTRACTOR EQUIPMENT OR PERSONNEL WILL BE ALLOWED WITHIN 66' OF AN ACTIVE TAXIWAY CENTERLINE OR 58' OF AN ACTIVE TAXILANE CENTERLINE WITHOU CLOSING THE TAXIWAY OR TAXILANE WITH THE USE OF BARRICADES.

CONTRACTOR'S RESPONSIBILITIES

IDENTIFICATION - THE CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE PROPERLY MARKED WITH 3-FOOT SQUARE INTERNATIONAL ORANGE AND WHITE CHECKERED FLAGS ANYTIME THEY ARE ON AIRPORT PROPERTY.

THE CONTRACTOR AND HIS EMPLOYEES SHALL BE RESTRICTED TO THE WORK AREA.

EQUIPMENT PARKING AND STORAGE - THE CONTRACTOR'S EQUIPMENT PARKING, STORAGE, AND EMPLOYEE PARKING WILL BE AT THE LOCATION SHOWN ON THIS SHEET. ONLY CONTRACTOR VEHICLES AND EQUIPMENT REQUIRED FOR CONSTRUCTION WILL BE ALLOWED OUTSIDE THIS AREA.

CONTRACTOR'S RESPONSIBILITIES (CONTINUED)

BARRICADES AND TRAFFIC CONES - IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS REQUIRED AND AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES, THEIR MAINTENANCE, PLACEMENT, AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

HAUL ROUTE AND EQUIPMENT PARKING

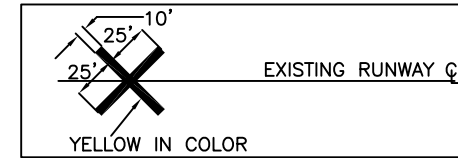
THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT PARKING AREA SHOWN ON THIS SAFETY PLAN. THE PROPOSED EQUIPMENT PARKING AREA WILL BE TWO AREAS APPROXIMATELY 70-FT BY 50-FT. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. AT THE CONCLUSION OF THE PROJECT, ALL AREAS DISTURBED WILL BE RESTORED AS NEEDED TO ITS ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND EQUIPMENT PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

UTILITY NOTE

THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES AND ORGANIZATIONS THAT HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR SHALL CALL JULIE (1-800-892-0123) TO ACCOMPLISH THESE REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING ALL NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UTILITIES ARE TO BE LOCATED PRIOR TO THE START OF CONSTRUCTION.

AIRPORT SECURITY

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE PROPOSED HAUL ROUTE SHOWN ON THIS SAFETY PLAN IS THE ONLY ACCESS. CONTRACTOR EQUIPMENT AND PERSONNEL WILL BE ALLOWED TO USE. THE CONTRACTOR SHALL PROVIDE BARRICADES AT THIS ACCESS AND ENSURE THE BARRICADES ARE IN PLACE AT THE END OF EACH WORKING DAY.



DETAIL OF CROSS FOR CLOSED RUNWAY
 "NOT TO SCALE"

J.U.L.I.E. INFORMATION

COUNTY.....PERRY
 CITY.....PINCKNEYVILLE
 TOWNSHIP/RNG.....6S/2W
 SECTION NO.....30
 NEAREST MAJOR ROAD INTERSECTION...ILLINOIS ROUTE 13/127 AND ILLINOIS ROUTE 152
 AIRPORT ADDRESS....PINCKNEYVILLE-DU QUOIN AIRPORT 1352 STATE ROUTE 13/127 DU QUOIN, IL 62274

CRITICAL POINTS				
CRITICAL POINT NO.	DESCRIPTION	LATITUDE	LONGITUDE	GROUND ELEVATION (MSL)
1	BARRICADES	37°58'36.63"N	89°21'45.32"W	393.2
2	WIND CONE EQUIPMENT	37°58'34.98"N	89°21'43.94"W	394.5
3	CRANE LOCATION (20')	37°58'34.97"N	89°21'43.69"W	394.5 (414.5 AGL)
4	BEACON TOWER	37°58'36.52"N	89°21'47.41"W	393.2
5	CRANE LOCATION (60')	37°58'36.56"N	89°21'47.17"W	393.2 (453.2 AGL)
6	CONTRACTOR PARKING	37°58'35.44"N	89°21'47.73"W	392.0

NOTE:

THE COST OF CONSTRUCTING, PLACING, MAINTAINING, AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER. THE CROSSES WILL BE PLACED AT THE ENDS OF THE RUNWAY AND SECURED IN A MANNER APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED CROSSES WILL BE PLACED WHEN THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES AT NO ADDITIONAL COST TO THE CONTRACT.

RUNWAY CLOSURE PROCEDURES:

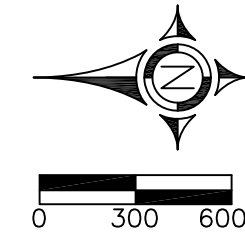
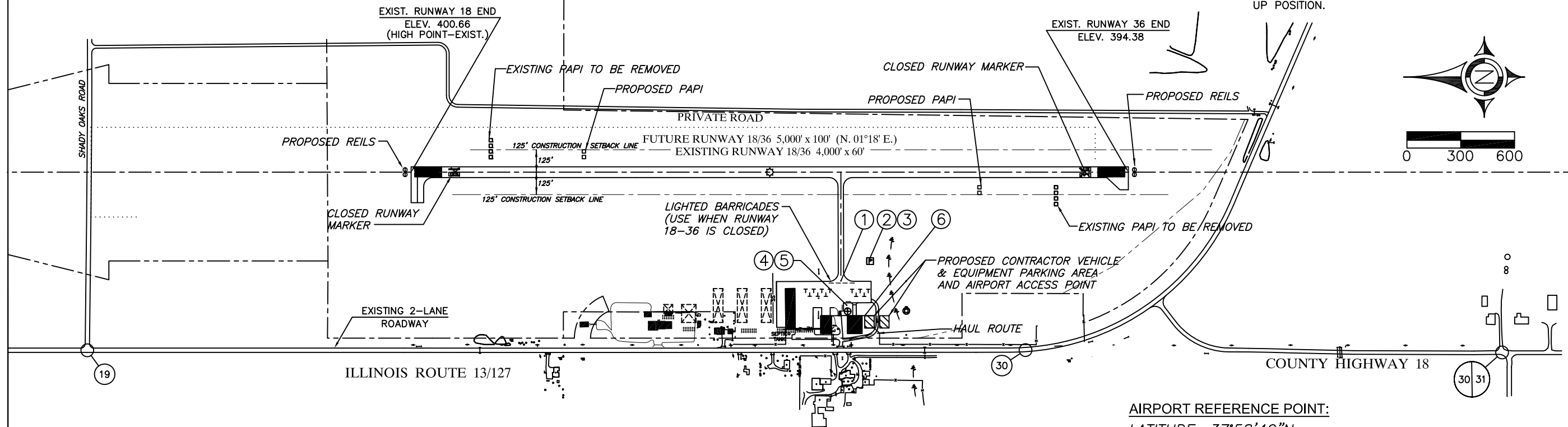
- * CONTACT THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- * ISSUANCE OF NOTAM BY THE AIRPORT MANAGER OR HIS ASSIGNED REPRESENTATIVE.
- * PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET).
- * PLACEMENT OF LIGHTED BARRICADES. ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 125-FT OF THE AFFECTED RUNWAY CENTERLINE AND WITHIN 600 FT OF THE RUNWAY END BEGIN.
- * RUNWAY LIGHTS SHALL BE DISABLED

RUNWAY RE-OPENING PROCEDURES:

- * REMOVE CROSSES.
- * REMOVE LIGHTED BARRICADES.
- * NOTIFY THE AIRPORT MANAGER OR HIS REPRESENTATIVE TO CANCEL THE NOTAM.
- * CANCELLATION OF THE NOTAM. A CLOSED RUNWAY WILL NOT BE RE-OPENED UNTIL ALL EQUIPMENT AND WORK ARE FURTHER THAN 200 FT. FROM THE AFFECTED RUNWAY CENTERLINE
- * RUNWAY LIGHTS SHALL BE REACTIVATED.

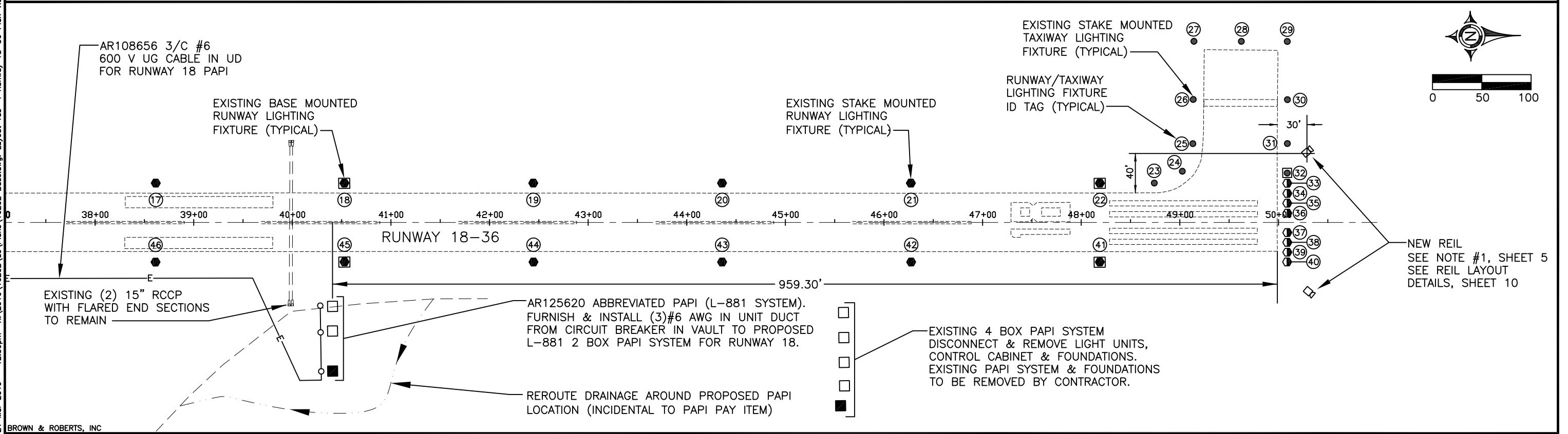
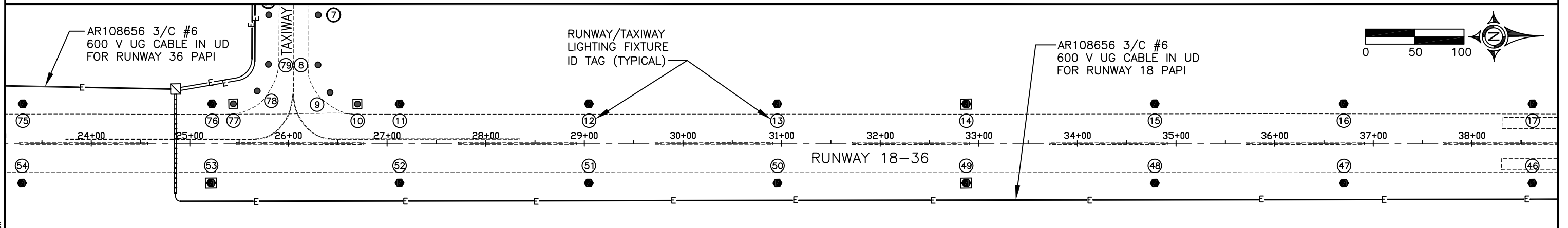
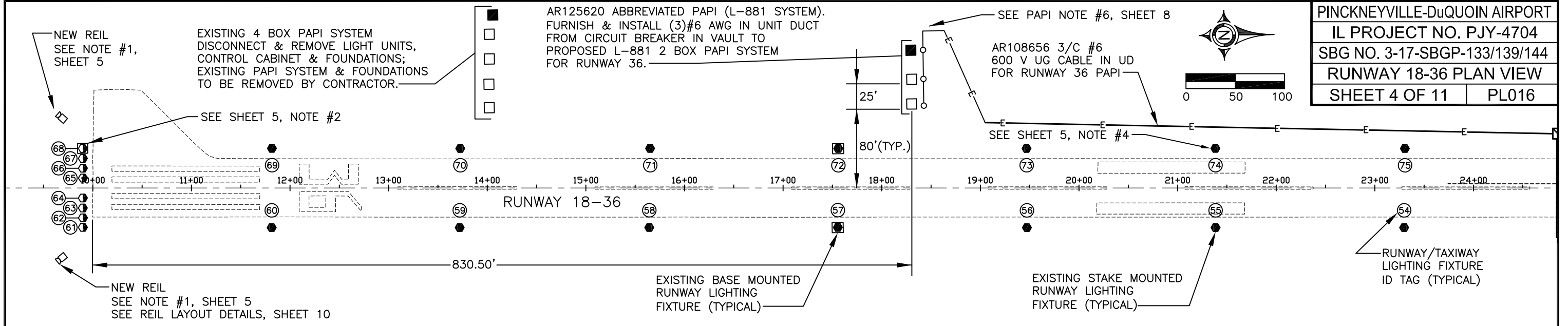
HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT IS 60 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A CRANE IN THE UP POSITION.

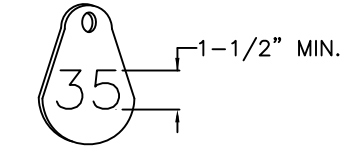
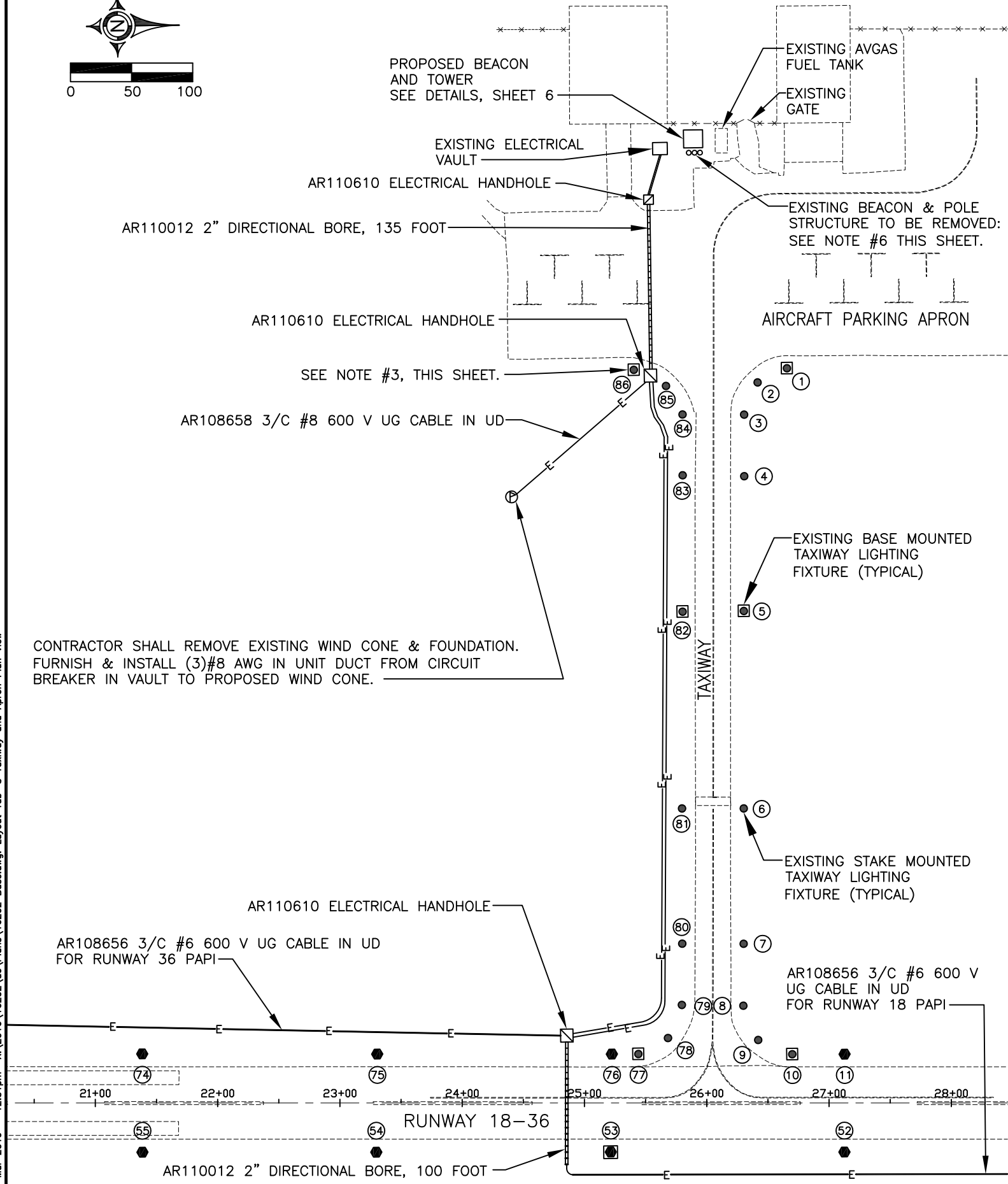
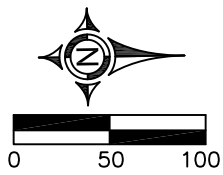


AIRPORT REFERENCE POINT:

LATITUDE: 37°58'40"N
 LONGITUDE: 89°21'38"W
 ELEVATION: 401 MSL



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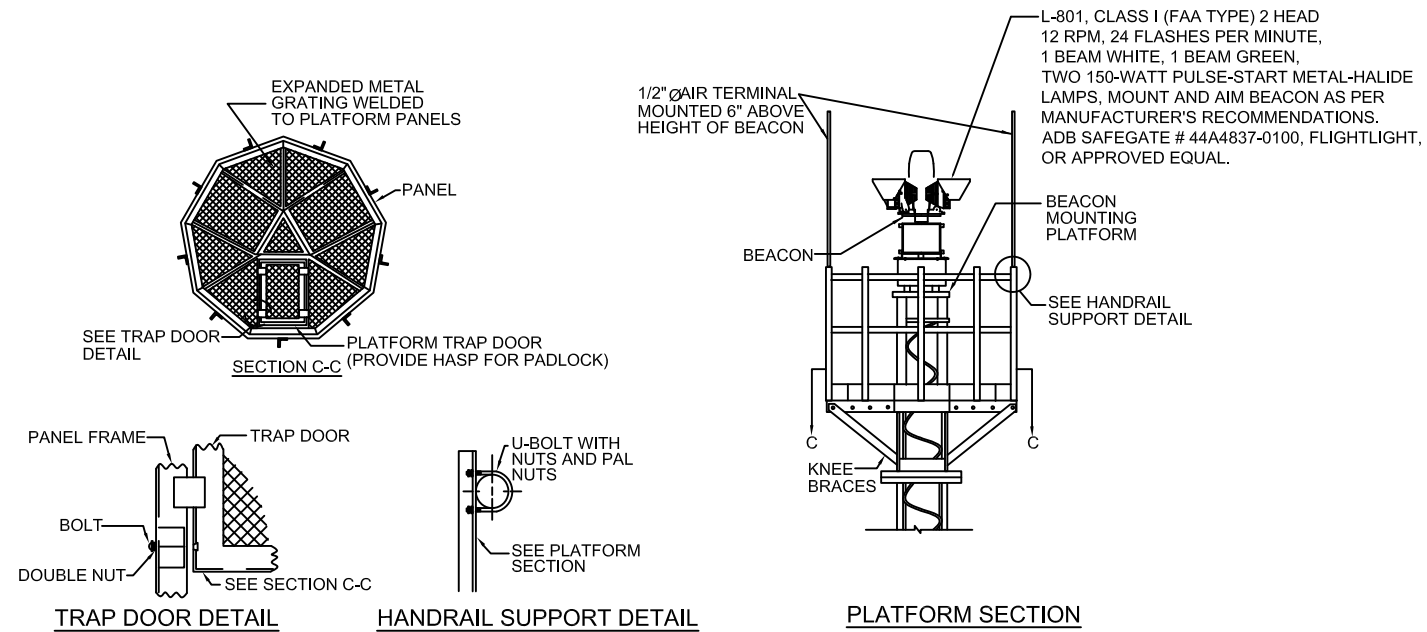
TAG DETAIL
NO SCALE

NOTE: AFFIX NON-CORROSIVE TAG TO FIXTURE FACING RUNWAY WITH SET SCREW, WIRE TIE, OR METAL BAND. NUMERALS SHALL BE ENGRAVED FOR PERMANENT READABILITY.

NOTES:

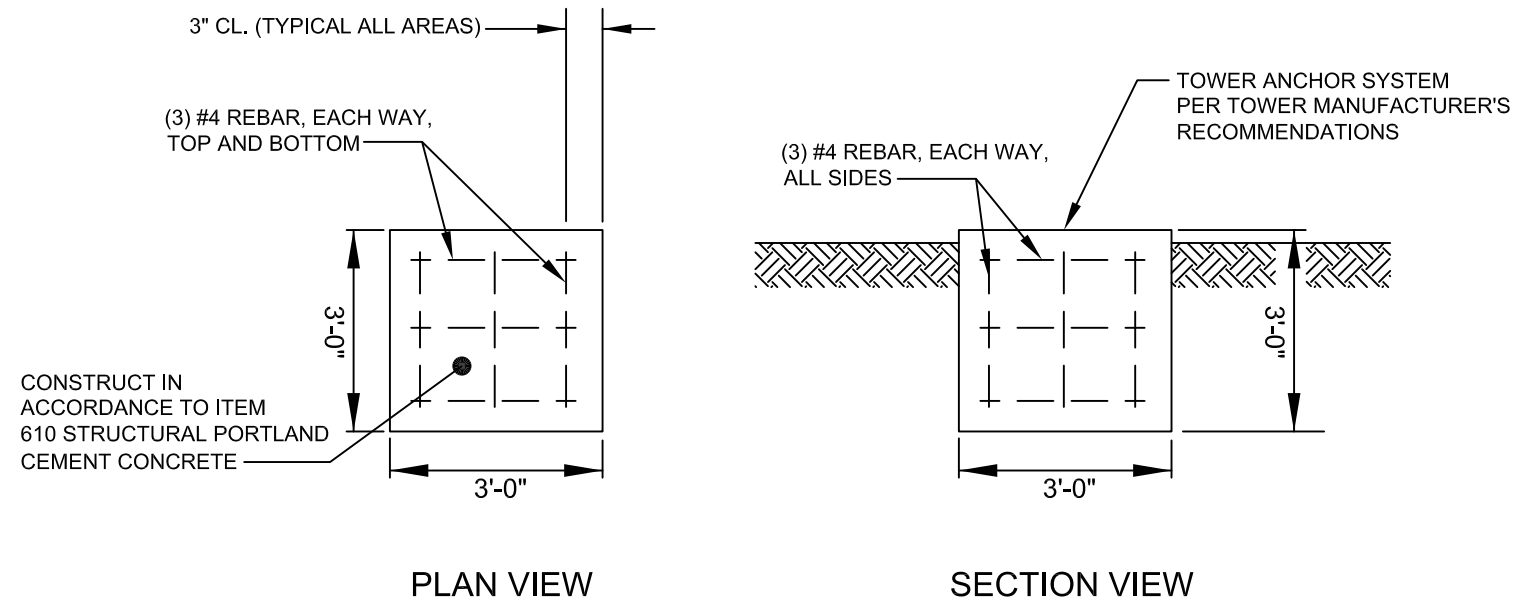
1. FURNISH, INSTALL & MAKE OPERATIONAL NEW L-849I REIL LIGHTING FIXTURE & 200 WATT L-830 TRANSFORMER; TIE INTO EXISTING RUNWAY LIGHTING CIRCUIT. ADB # REIL-E1102011, FLIGHTLIGHT, GROUSE-HINDS, OR APPROVED EQUAL.
2. FURNISH, INSTALL & MAKE OPERATIONAL NEW L-861 BASE MOUNTED "GREEN/RED" LIGHTING FIXTURE & L-830 30/45 WATT TRANSFORMER. BASE IS EXISTING, NEW BASEPLATE IS REQUIRED WITH NEW FIXTURE. FLIGHTLIGHT # FL861GR30242, ADB, FLIGHTLIGHT, OR APPROVED EQUAL. INCLUDED AS PART OF PAY ITEM AR125610 - REILS.
3. FURNISH, INSTALL & MAKE OPERATIONAL NEW L-861 BASE MOUNTED "BLUE" TAXIWAY LIGHTING FIXTURE & L-830 30/45 WATT TRANSFORMER. BASE IS EXISTING. NEW BASEPLATE IS REQUIRED WITH NEW FIXTURE. FLIGHTLIGHT # FL861B30242, ADB, FLIGHTLIGHT, OR APPROVED EQUAL. INCLUDED AS PART OF ITEM AR125610 - REILS.
4. DISCONNECT & REMOVE EXISTING RUNWAY LIGHTING FIXTURE. FURNISH, INSTALL & MAKE OPERATIONAL NEW L-861 STAKE MOUNTED "WHITE/YELLOW" RUNWAY LIGHTING FIXTURE & L-830 30/45 WATT TRANSFORMER. FLIGHTLIGHT # FL861CY30242, ADB, FLIGHTLIGHT, OR APPROVED EQUAL. INCLUDED AS PART OF ITEM AR125610 - REILS.
5. THE CONTRACTOR SHALL PROVIDE NEW FIXTURE ID TAGS FOR THE NEW RUNWAY AND TAXIWAY LIGHTS AS PART OF ITEM AR125610 - REILS. SEE DETAIL THIS SHEET.
6. DISCONNECT & REMOVE EXISTING FEEDER TO BEACON; EXTEND FROM EXISTING VAULT SOURCE, IN CONDUIT, TO PROPOSED BEACON TOWER & BEACON. CONNECT & MAKE OPERATIONAL.
7. IT IS THE INTENT THAT CONTROL OF EXISTING SYSTEMS BEING REPLACED (WIND CONE, BEACON AND PAPI SYSTEMS) TO FUNCTION AS CURRENTLY INSTALLED.

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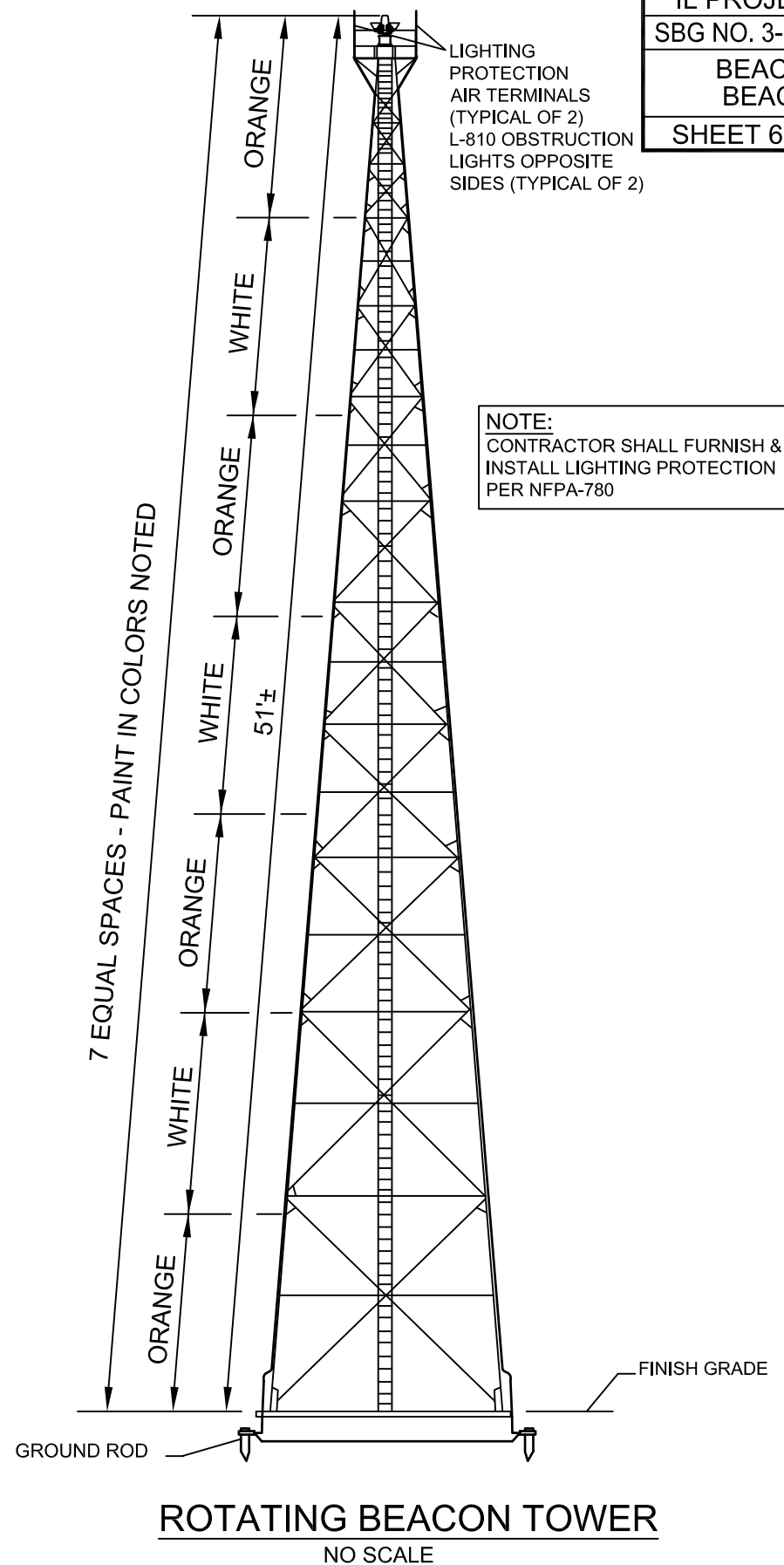


NOTES:
 ALL TOWER COMPONENTS:
 1. SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION.
 2. INSTALLATION SHALL BE PER MANUFACTURER'S REQUIREMENTS.

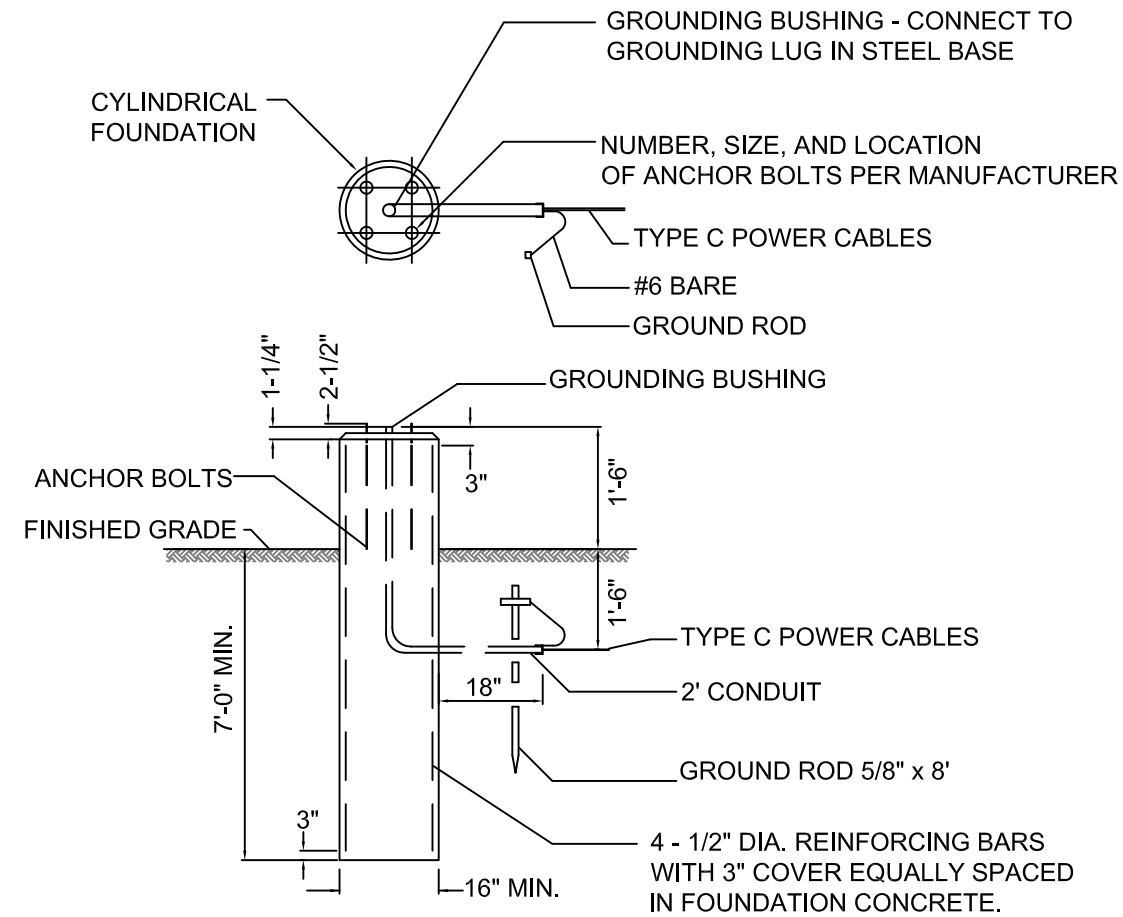
BEACON TOWER PLATFORM DETAILS
 NO SCALE



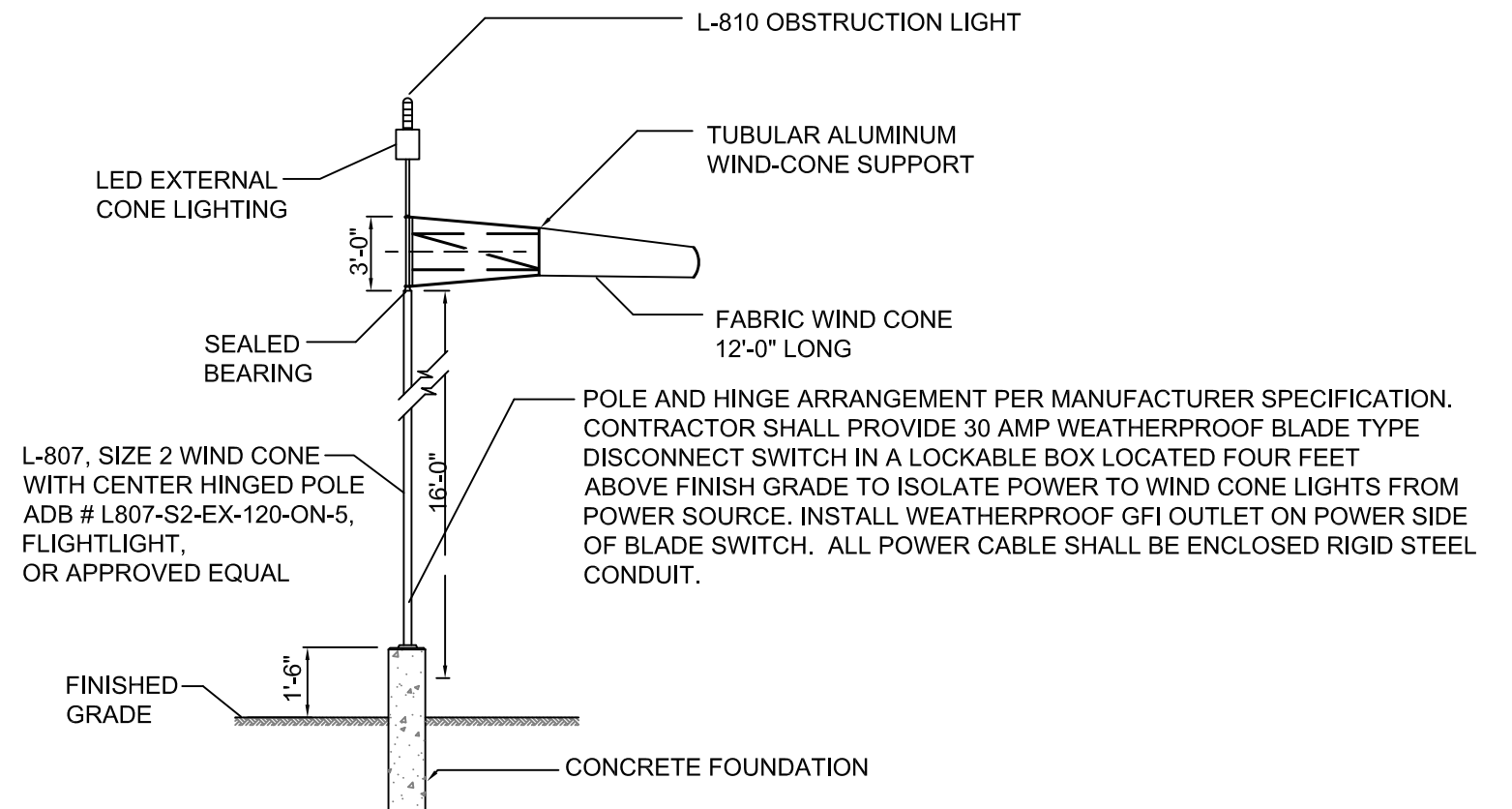
(TYPICAL ALL FOUR TOWER LEGS)
BEACON TOWER FOUNDATION DETAILS
 NO SCALE



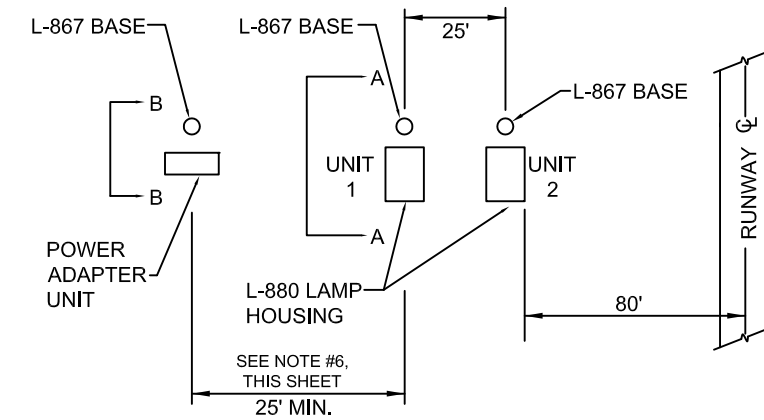
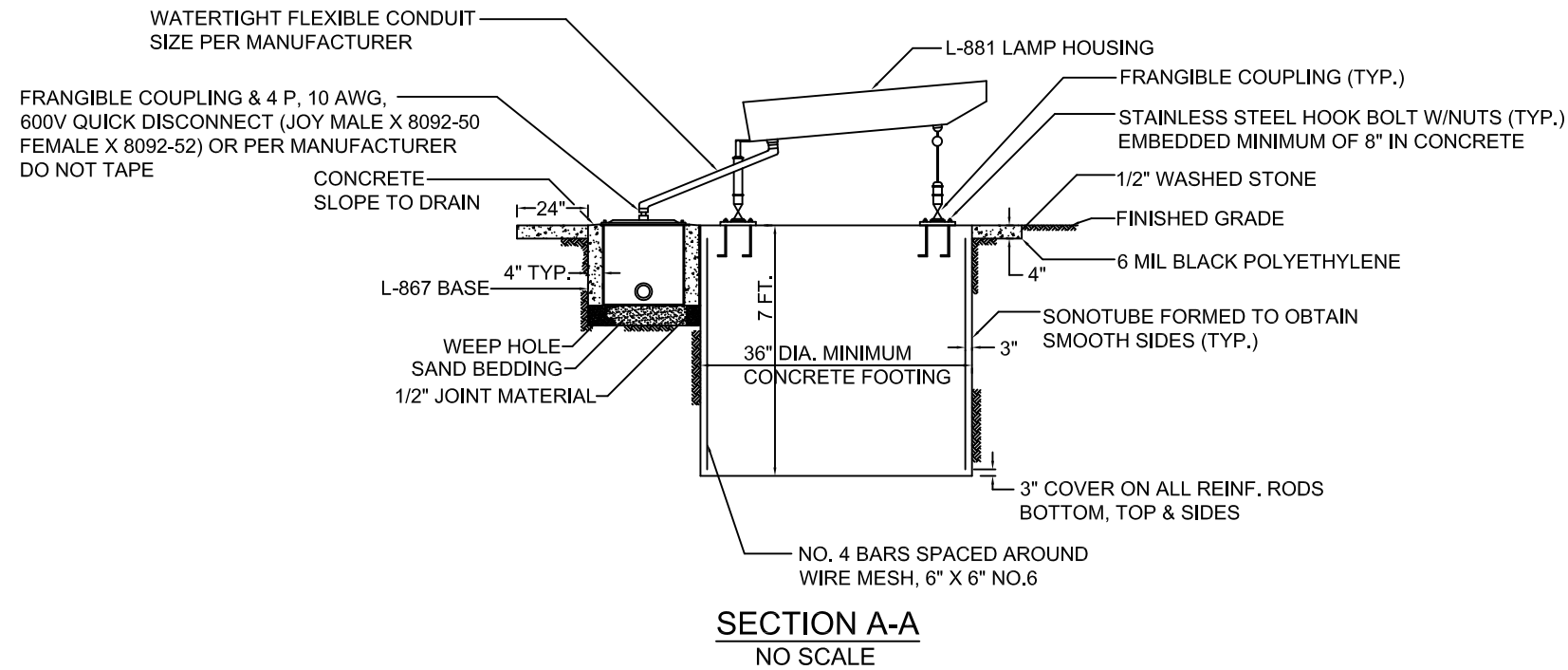
NOTE:
 CONTRACTOR SHALL FURNISH &
 INSTALL LIGHTING PROTECTION
 PER NFPA-780



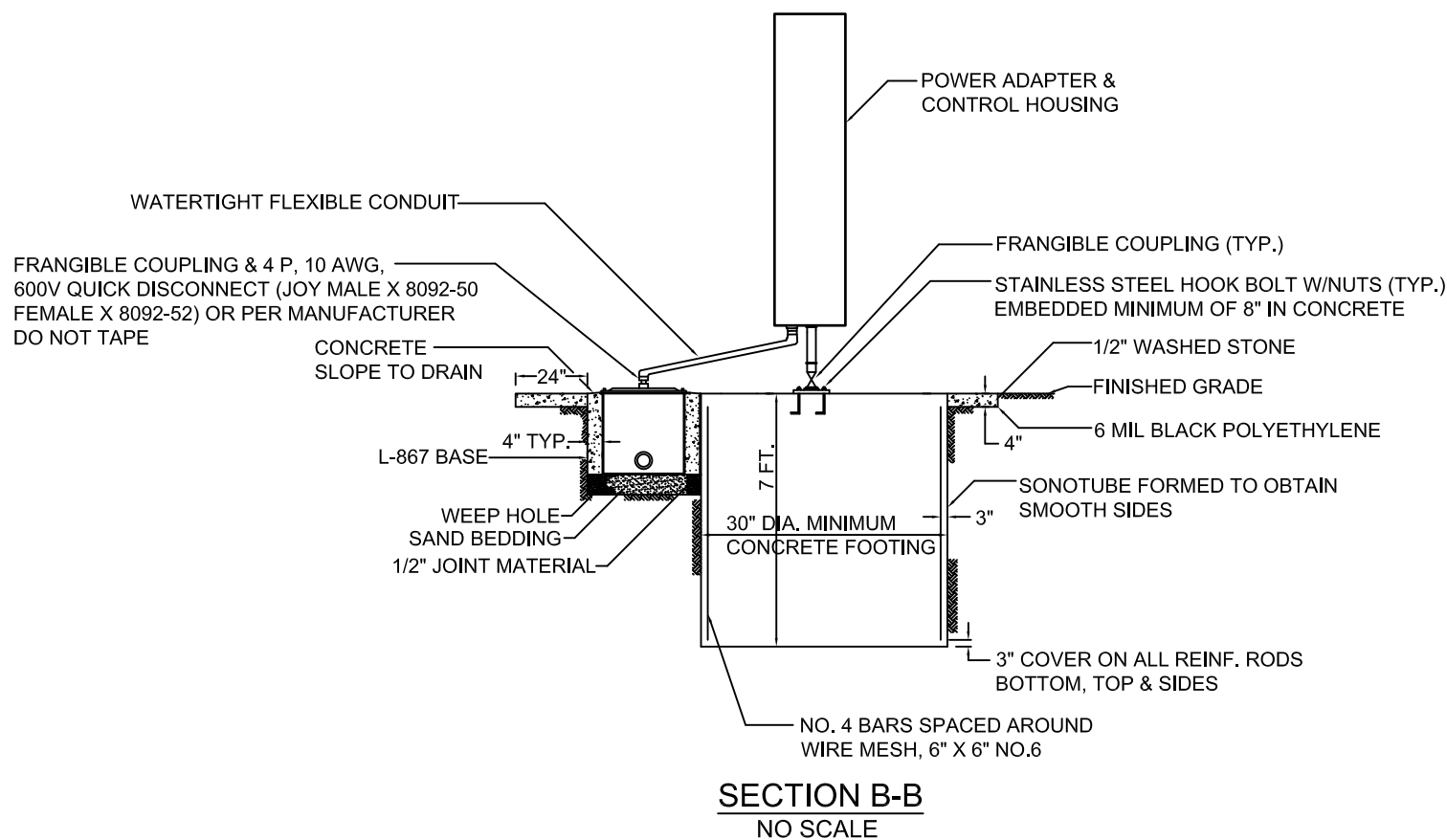
FOUNDATION DETAIL
WIND CONE
 NO SCALE



L-807, SIZE 2
EXTERNALLY LED LIGHTED
12' WIND CONE
 NO SCALE

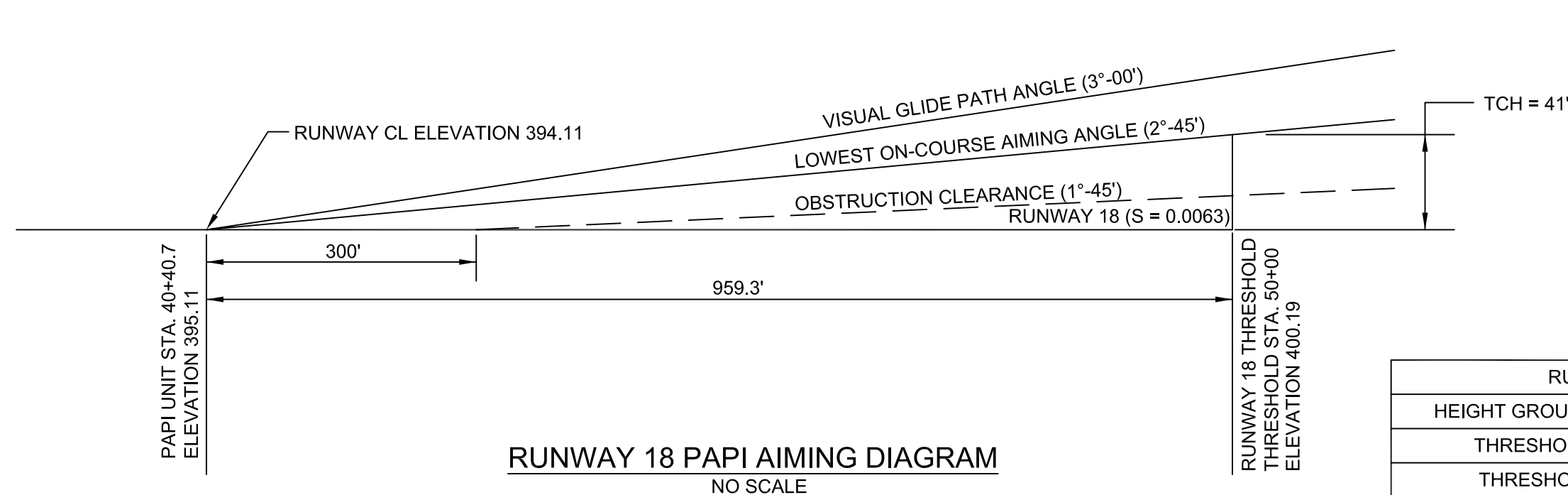
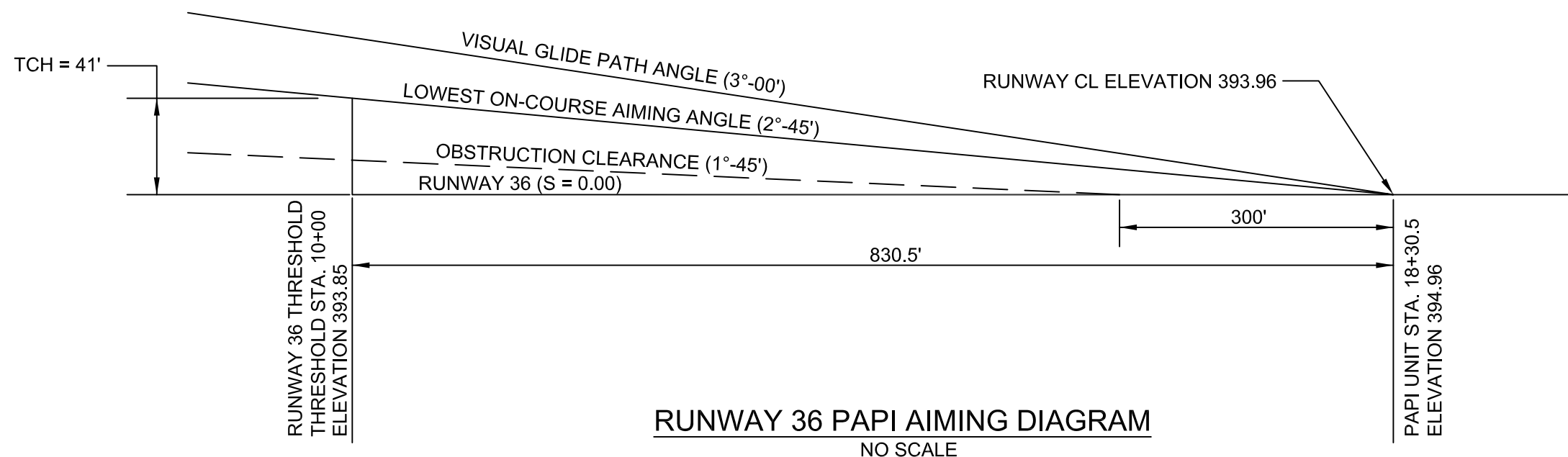


PAPI LOCATIONS:
 SEE SHEET 9 FOR LOCATION
 AND AIMING OF PAPI SYSTEM
 ON RUNWAY 18 AND RUNWAY 36.



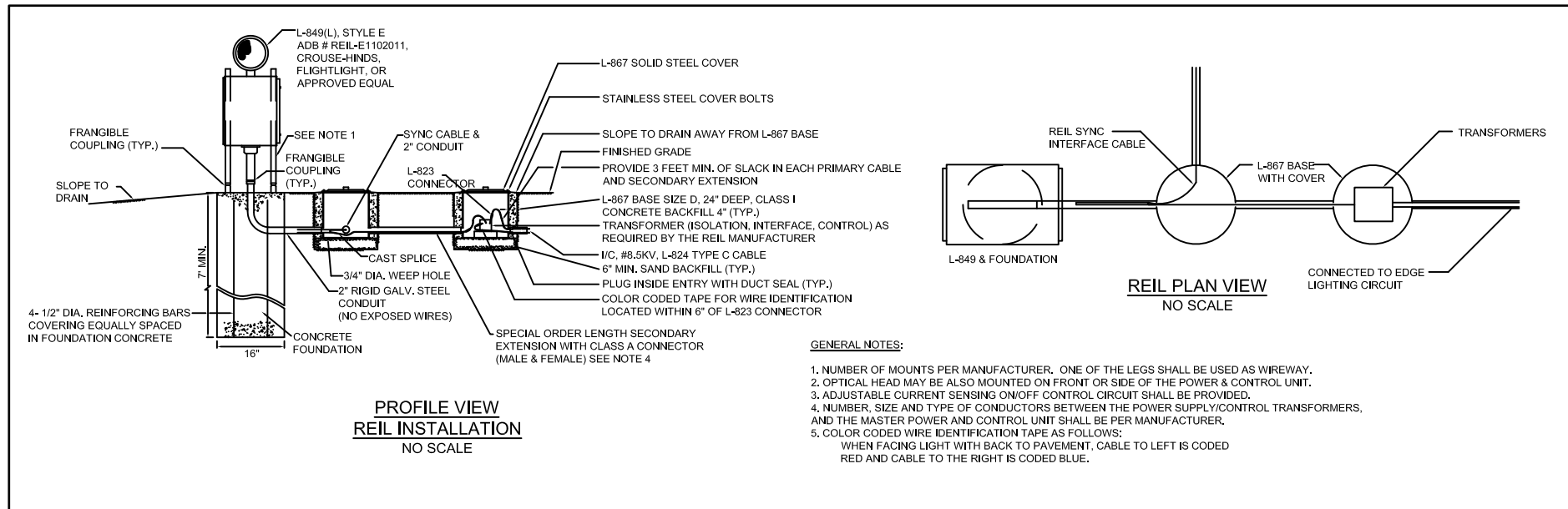
PAPI NOTES:

1. PROVIDE FRANGIBLE MOUNTS FOR ALL LEGS OF LIGHT UNITS AND POWER ADAPTERS.
2. NUMBER AND CONFIGURATION OF LEGS PER MANUFACTURER.
3. QUICK DISCONNECTS ARE NOT REQUIRED IN CABLES ENTERING/LEAVING THE POWER ADAPTER.
4. GROUND EACH LAMP HOUSING AND POWER ADAPTER PER MANUFACTURER.
5. PAPI SYSTEMS SHALL BE FAA TYPE L-881, STYLE A, 2-BOX, 2-LAMPS/OPTICAL BOX; THE POWER SUPPLY TO BE 240V, 60HZ. THE PAPI SYSTEMS SHALL BE ADB, FLIGHTLIGHT, OR APPROVED EQUAL.
6. THE POWER ADAPTER UNIT SHALL BE LOCATED OUTSIDE THE OBJECT FREE AREA (OFA), UNLESS THE PROVIDED PAPI UNIT IS FAA APPROVED AS FIXED-BY-FUNCTION TO BE LOCATED WITHIN THE OFA. THE CONTRACTOR MAY REQUEST A MODIFICATION TO STANDARDS IF DOCUMENTATION CAN BE PROVIDED FROM THE PAPI MANUFACTURER INDICATING THAT SYSTEM PERFORMANCE IS COMPROMISED WHEN THE POWER ADAPTER UNIT IS LOCATED OUTSIDE THE OFA. THE POWER ADAPTER UNIT WILL BE LOCATED A MINIMUM DISTANCE OF 25' FROM THE OUTSIDE PAPI UNIT.



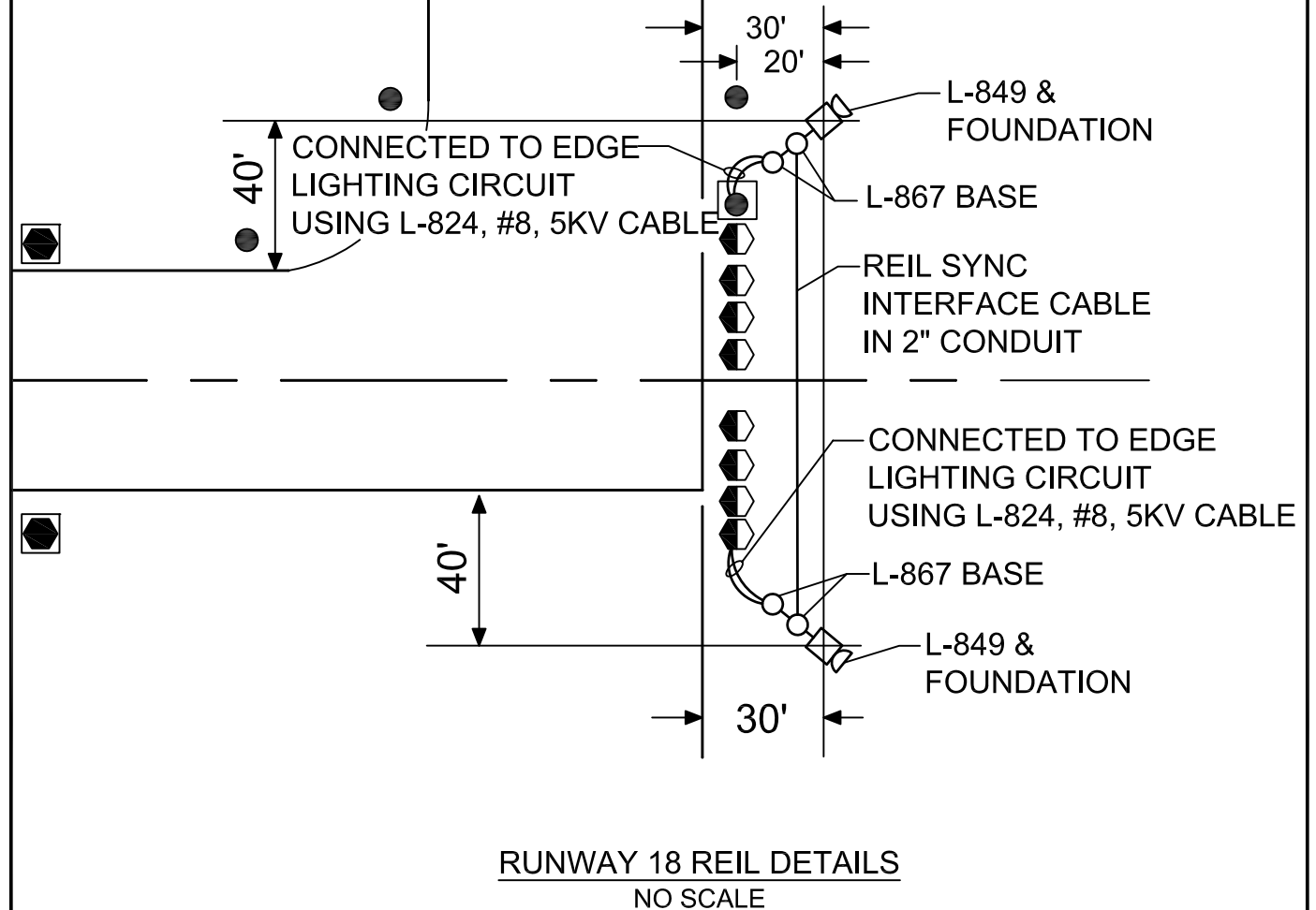
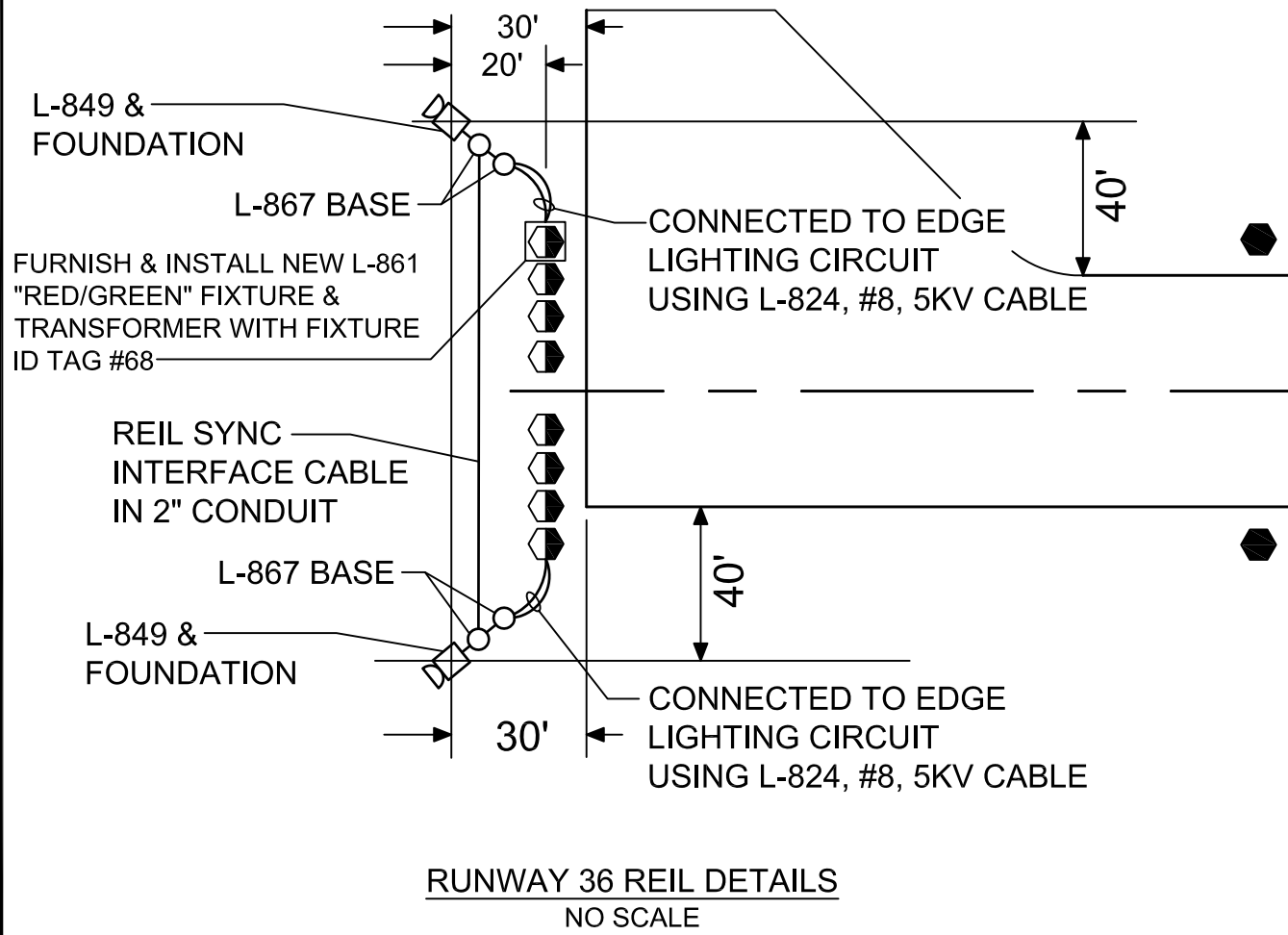
AIMING OF PAPI TYPE L-881 (2-BOX) RELATIVE TO PRESELECTED GLIDE PATH (3°-00')	
LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)
	STANDARD INSTALLATION
UNIT NEAREST RUNWAY	15' ABOVE GLIDE PATH
UNIT FARTHEST FROM RUNWAY	15' BELOW GLIDE PATH

RUNWAY	18	36
HEIGHT GROUP USED FOR SITING	1	1
THRESHOLD STATIONING	10+00	50+00
THRESHOLD ELEVATION	400.19	393.85
THRESHOLD CROSSING HEIGHT (TCH)	41'	41'
STATION FOR MIDPOINT OF PROJECTORS	40+40.7	18+30.5
GLIDE PATH ANGLE	3°	3°
ELEVATION OF CL OF APERTURE	395.11	393.96
ELEVATION OF TOP OF FOUNDATION UNIT NEAREST RUNWAY	392.30	390.36
ELEVATION OF TOP OF FOUNDATION UNIT FARTHEST FROM RUNWAY	392.29	389.74

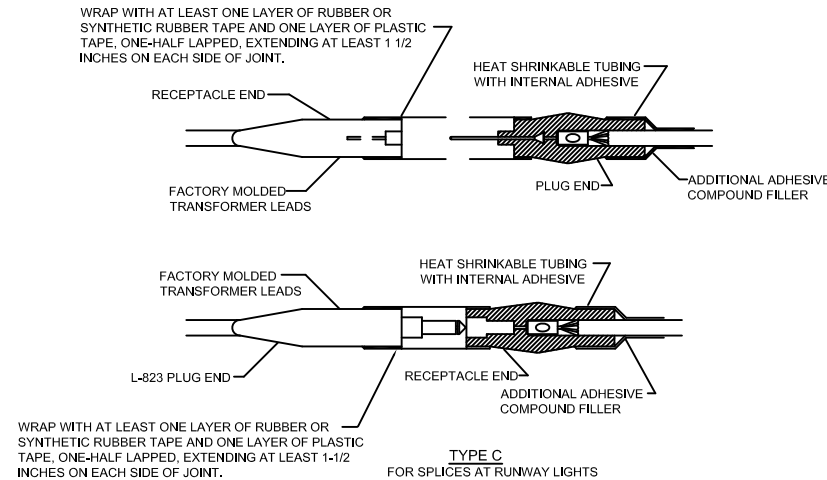


REIL LOCATION INFORMATION

COMPONENT	LATITUDE	LONGITUDE	GROUND ELEV.	TOP ELEV.
36 REIL LEFT	37° 58' 20.34"N	89° 21' 39.05"W	391.0	393.5
36 REIL RIGHT	37° 58' 20.31"N	89° 21' 37.29"W	391.0	393.5
18 REIL LEFT	37° 59' 00.46"N	89° 21' 37.90"W	398.7	401.2
18 REIL RIGHT	37° 59' 00.44"N	89° 21' 36.14"W	398.7	401.2

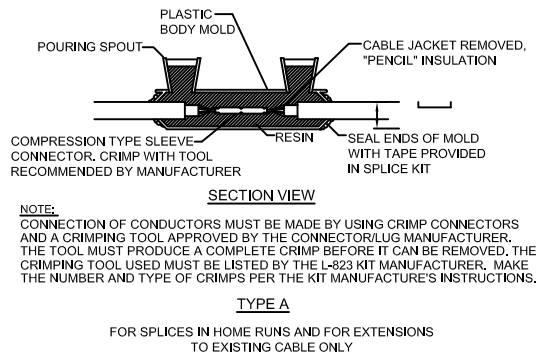


21 Mar 2019 - 12:58pm X:\2016\16202\ac\Plans\6-11 Detail Sheets.dwg: Layout Tab 'REIL's

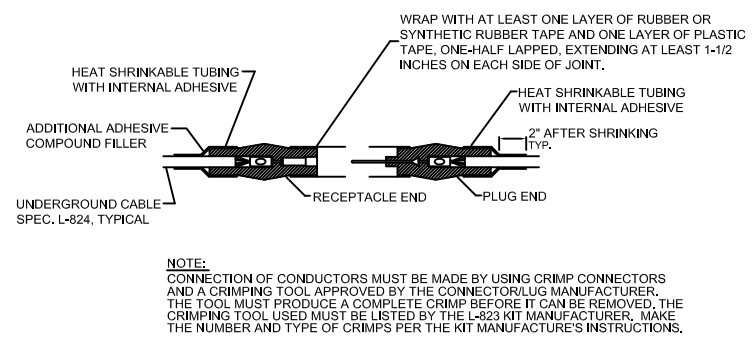


- NOTES:**
- SEE LIGHTING LAYOUT SHEET(S) FOR SPLICE TYPE
 - INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE
 - CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURE'S INSTRUCTIONS.

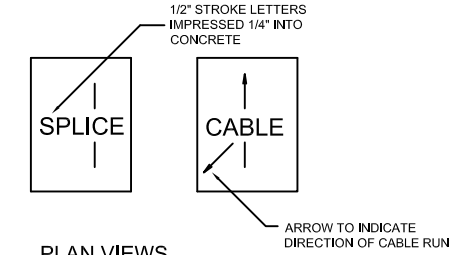
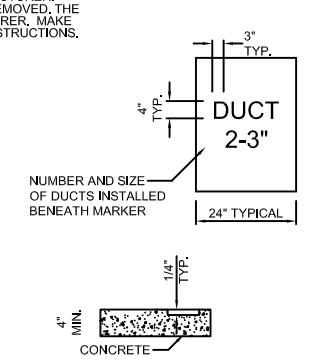
CABLE SPLICES
 NO SCALE



PLOWED CABLE IN UNIT DUCT
 NO SCALE

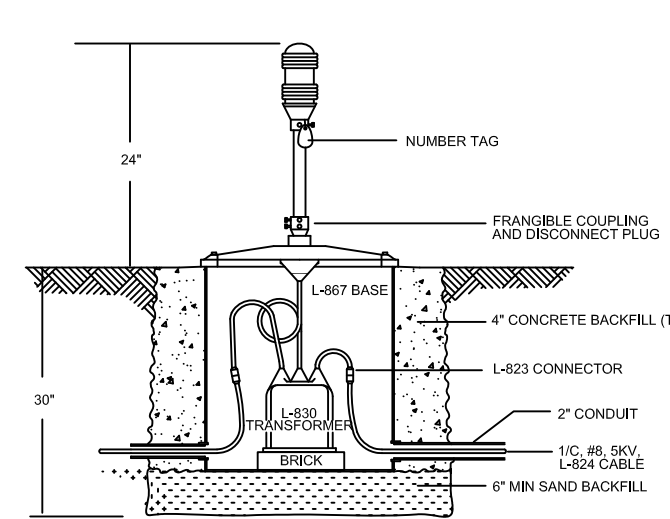


- NOTE:**
 CONNECTION OF CONDUCTORS MUST BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL MUST PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. THE CRIMPING TOOL USED MUST BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURE'S INSTRUCTIONS.

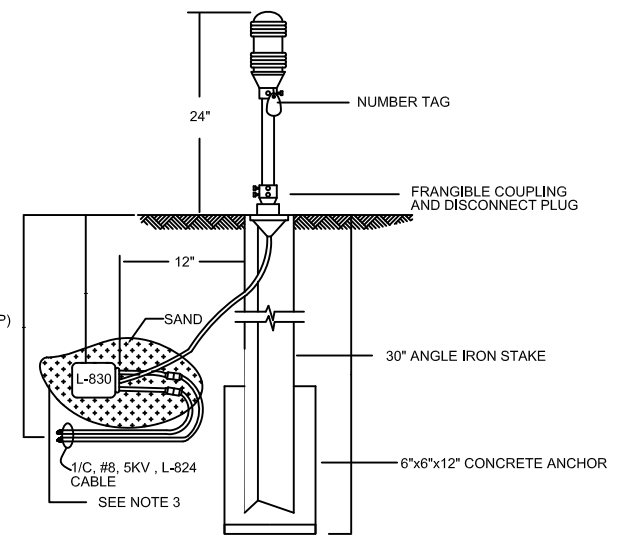


- NOTES:**
- MARKERS SHALL BE PLACED WHERE SHOWN ON PLANS AND APPENDIX 5-2 ELECTRICAL NOTES, SHEET 9, 6 THROUGH 30.
 - COST OF CONCRETE MARKERS IS INCIDENTAL TO THE ASSOCIATED ITEMS OF DUCT OR CABLE.
 - EDGE EXPOSED CONCRETE WITH A 1/4" RADIUS TOOL.
 - WHERE ADDITIONAL SPACE TO FIT THE LEGEND IS REQUIRED, SOME OF THE FOLLOWING METHODS SHALL BE EMPLOYED:
 - REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE
 - INCREASE THE MARKER SIZE TO 30" X 30" MAX.
 - PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.

CABLE AND DUCT MARKERS
 NO SCALE



BASE MOUNTED, SERIES CIRCUIT



STAKE MOUNTED, SERIES CIRCUIT

- Notes:**
- PROVIDE AT LEAST 2 FT. OF SLACK IN EACH PRIMARY CABLE FOR CONNECTIONS.
 - FOR STAKE MOUNTING, ENCASE THE TRANSFORMER, CONNECTORS AND CABLE SLACK IN SAND.
 - BREAKING-POINT FRANGIBLE COUPLING SHALL BE LOCATED 3 INCHES MAX. ABOVE GRADE.